



Hillcrest Drive Strategic Plan

Fremont County, Wyoming

July 11, 2023

Purpose:

To evaluate future transportation needs along Hillcrest Drive from Bridger Street to Mortimore Lane.



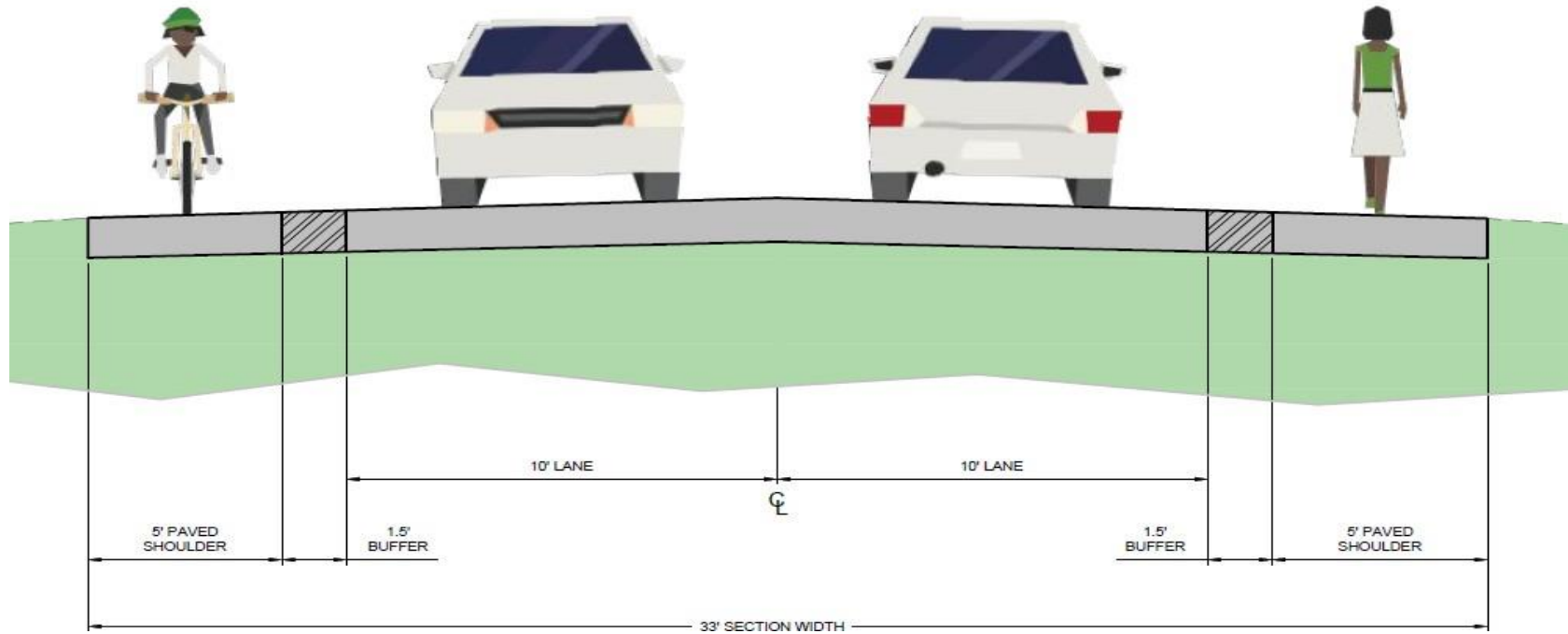
Need: To improve roadway safety due to lack of shoulders and general roadway geometry deficiencies and to improve multimodal access along Hillcrest Drive is to create a safe and walkable corridor.

- Using the current Average Daily Traffic volume, Hillcrest Drive should provide lanes that are 10-11-foot wide with a minimum of 2-foot shoulder for a typical 26-foot County Road without pedestrian and/or bicycle considerations. The existing roadway has a total width of 19-feet with no shoulders.
- As noted in the Safe Routes to Schools and Walkable, Bikeable Routes Study (2020), Hillcrest Drive is part of a 3.65-mile loop known locally as “Tomato Loop” and is used frequently by pedestrians and bicyclists.
- It is perceived as being unsafe and uncomfortable to walk or bike on and is noted by motorists for unsafe driving conditions due to limited sight distances, narrow lanes, and inability to see pedestrians and bicycles.

- 2 Public meetings held at Lander Community Center.
- Comments were written, on notes on maps, verbal and during discussion and were incorporated into Final Report.
- Safety and speed were largest points of discussion.
- Route is used by many residents who feel uncomfortable due to narrowness, speed and visibility.

Alternative 1 – Widened Shoulder (paved shoulder)

PAVED SHOULDER SECTION



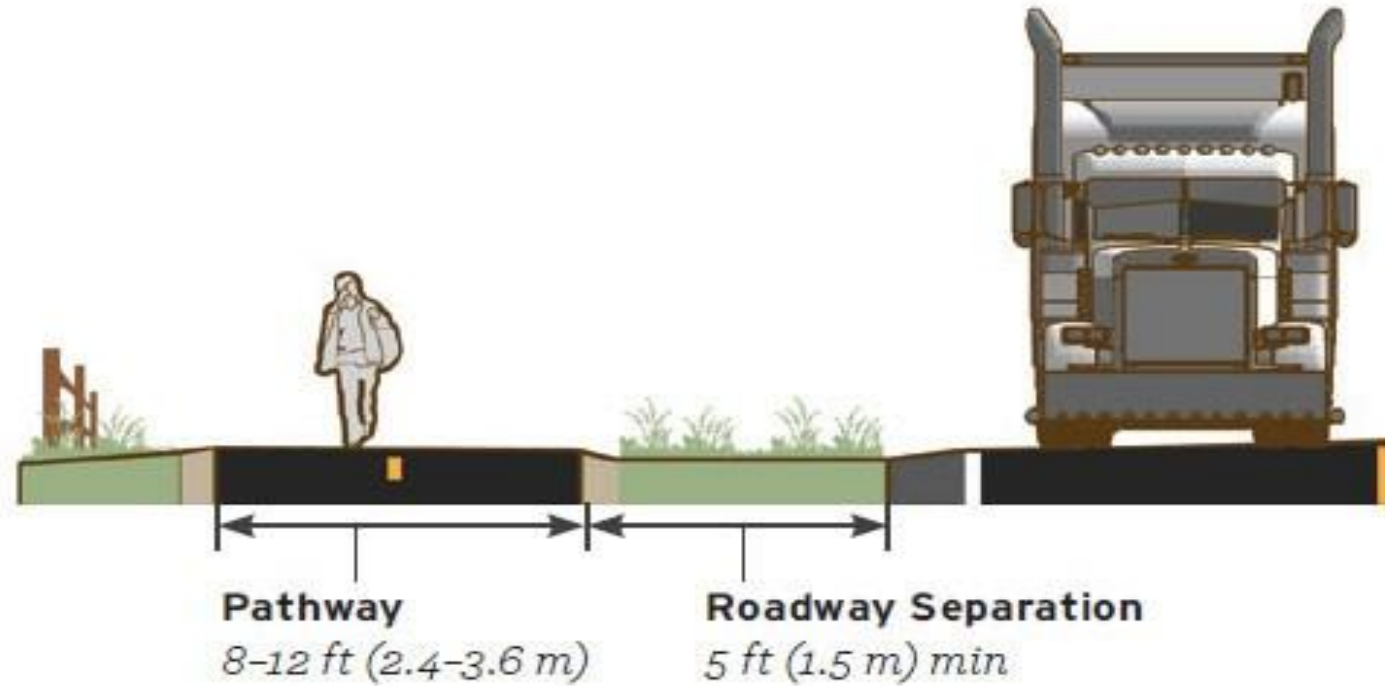
Pros:

Provides more comfortable two-way travel for bikes.
Widened shoulders can be maintained as part of the road.
Wide shoulders provide safer clear-zone.
Shoulder would be maintained as part of the roadway.

Cons:

Widened road will impact adjacent property owners, including the through bottleneck location.
A roadway crossing will be required at the City Park Pathway and at Mortimore Lane.
Is not consistent with existing pathway on Mortimore Lane.
Lack of physical separation could be less comfortable for pedestrians.

Alternative 2 – Sidepath

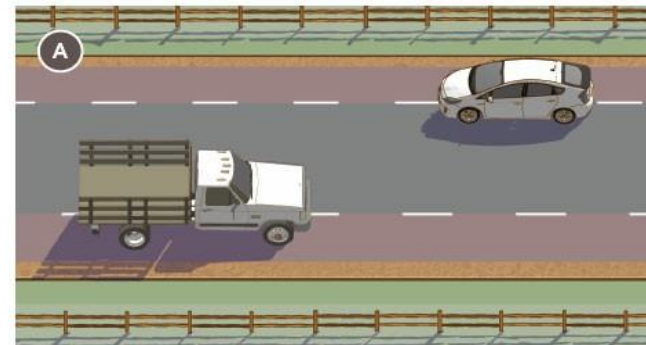
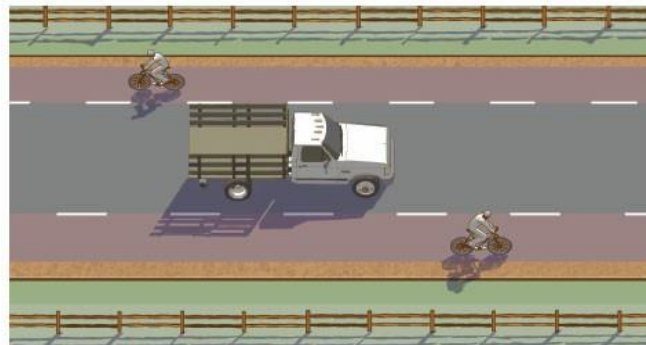
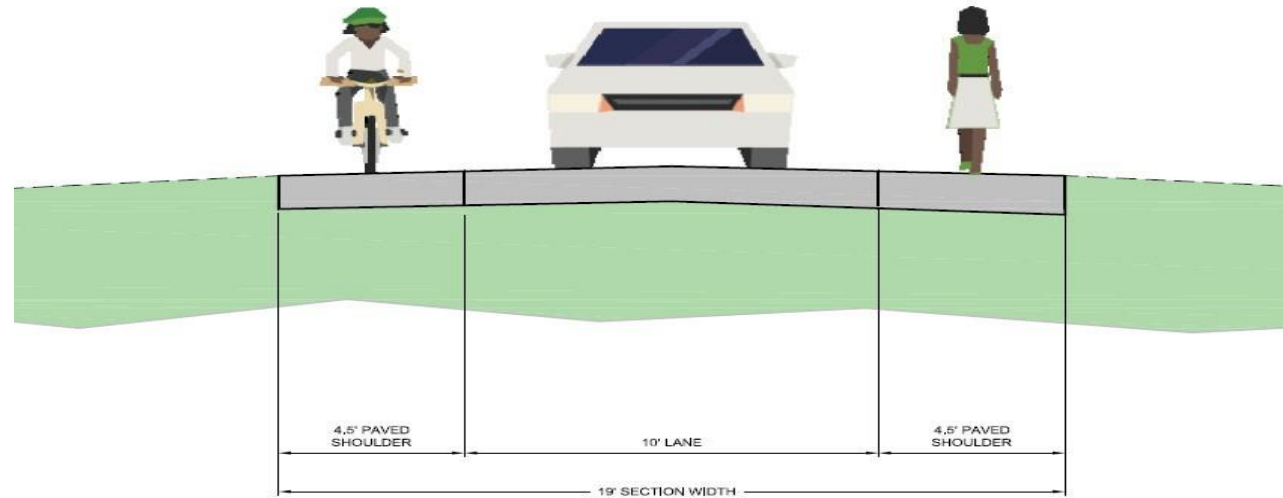


Pros:
Physical separation provides safe - comfortable location for bikes and pedestrians.

Cons:
A sidepath on the east will impact adjacent property owners along the entire route.
The bottleneck location will see the greatest impact with this alternative.
A roadway crossing will be required at the City Park Pathway and at Mortimore Lane.
Long-term maintenance of separated paths can be problematic when not attached to the roadway.

Alternative 3 – Advisory Shoulder

ADVISORY SHOULDER/EDGE LANE SECTION



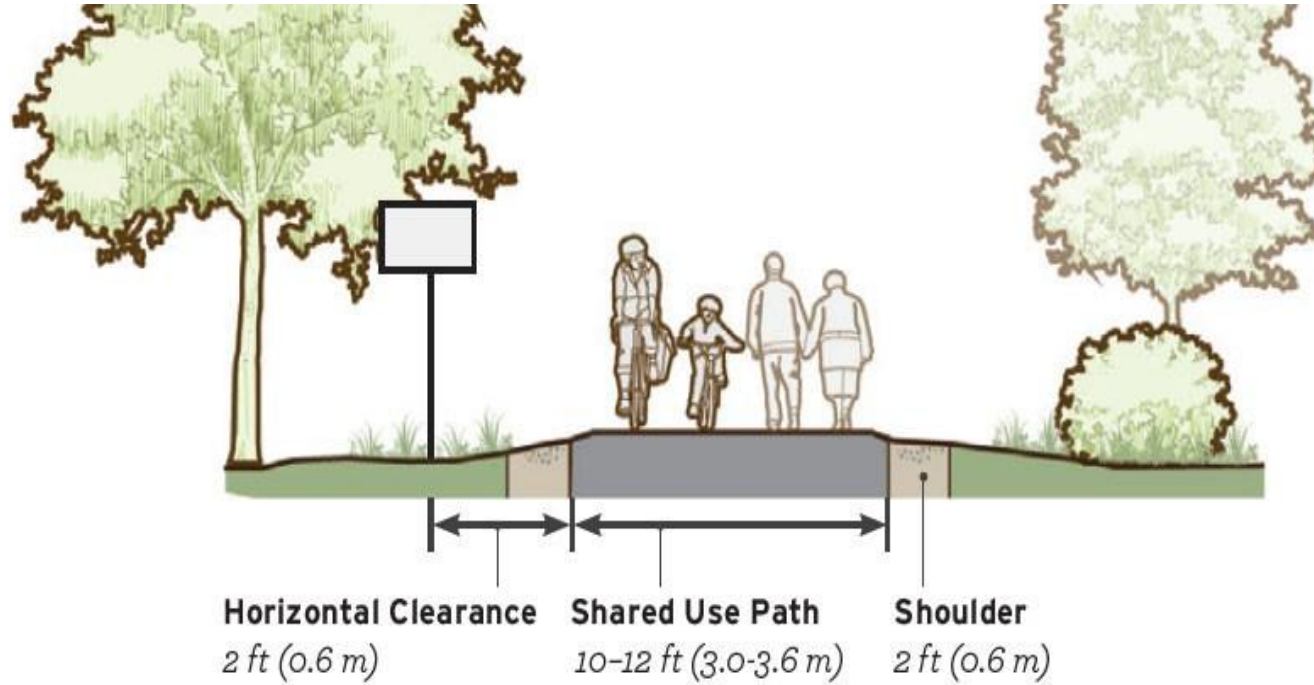
Pros:

The existing road can be modified through re-striping, signage, and education. This modification is relatively low cost. Because the existing roadway is being utilized, property impacts will be minimal.

Cons:

Would be considered an interim solution with the goal of completing a permanent alternative. Advisory shoulders are a relatively new roadway treatment, education and awareness will be critical for implementation.

Alternative 4 – Shared Use Path



Pros:

A shared use pathway would provide a very safe and comfortable location for bikes and pedestrians that is completely separated from vehicle traffic.

A path along the ditches could provide maintenance access for the ditch companies.

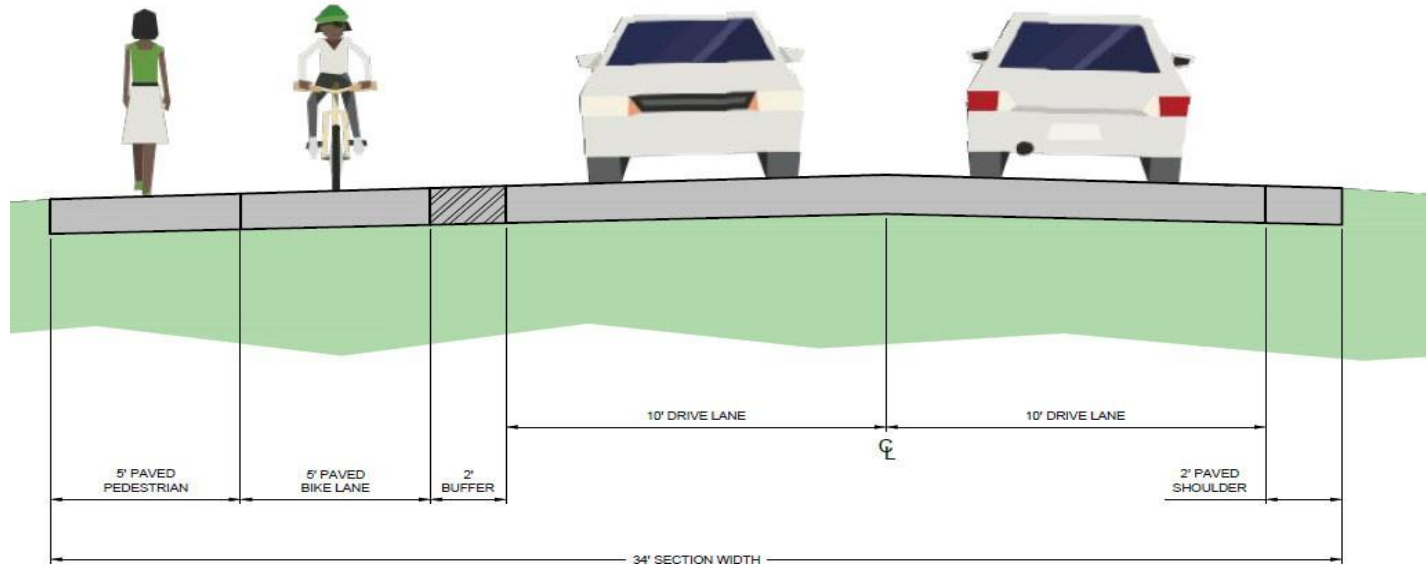
Cons:

Path along the ditch results in major property impacts. Path would bisect existing properties creating an additional barrier for livestock grazing and watering.

Long-term maintenance of separated paths can be problematic when not attached to the roadway. Roadway improvements for Hillcrest Drive would still need to be made in addition to installation of a new separated pathway.

Alternative 5 – Mortimore Lane Inspired Section

MORTIMORE LANE INSPIRED SECTION



Pros:

Eliminates the mid-road crossing at the City Park Pathway because the pathway is on the west side of Hillcrest Drive.

Uses a similar treatment as Mortimore Lane and Sinks Canyon Road and provides consistency along the Tomato Loop.

Will be maintained as part of the roadway because it is attached.

Cons:

Widened road will impact adjacent property owners, including through the bottleneck location

This alternative is not ideal for bikes because they would be traveling contra-flow with vehicular traffic.

Lack of physical separation could be less comfortable for pedestrians.

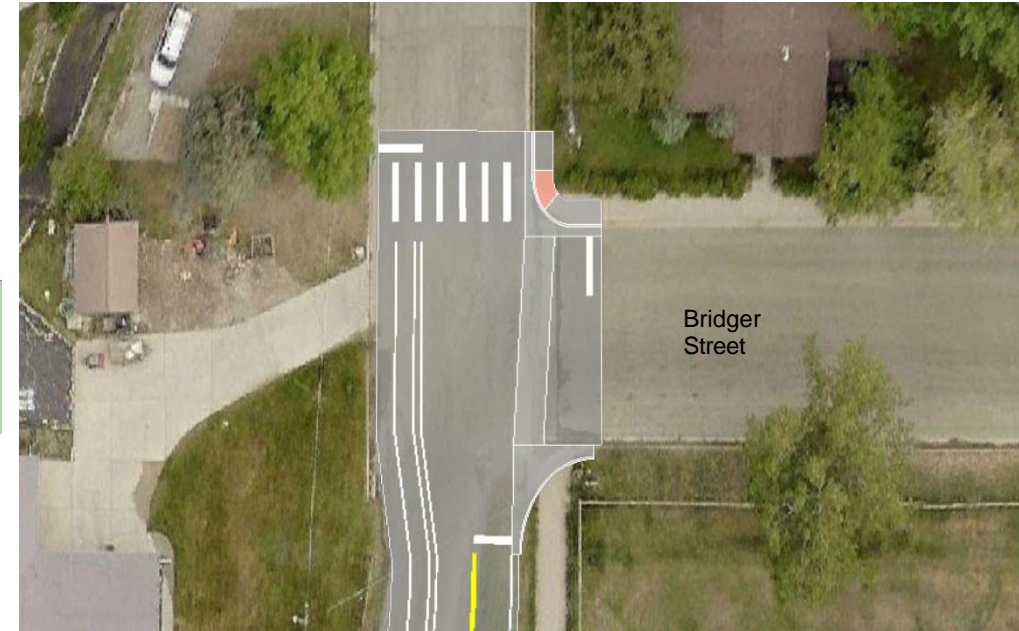
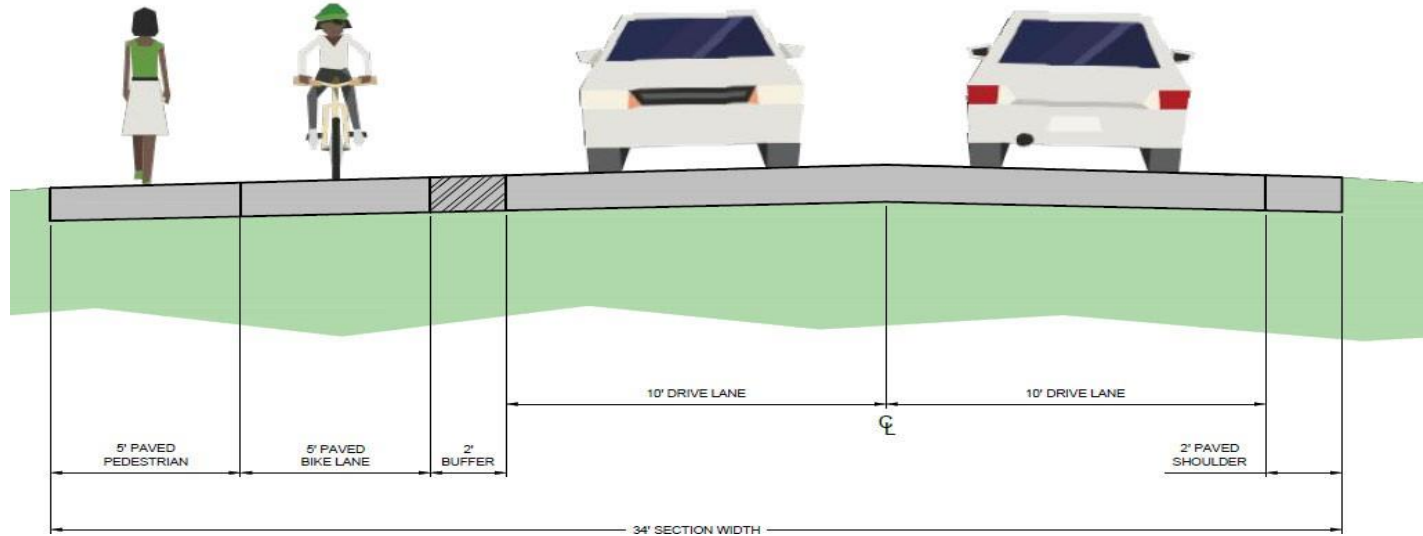
Public Sentiment in Meeting #2

- Keep Pedestrians on one side of road.
- Keep cyclists on the road.
- Goals should be reduced speed and minimum burden to landowners.
- Walkers will use road if off roadway path is not lit and/or plowed.
- Alternative 5 had most positive feedback.

PREFERRED ALTERNATIVE

Alternative 5

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Alternative 5 received the greatest amount of support from the public, substantially increases safety for all modes of traffic, and provides for normal road maintenance.